

**Statement of David Dise**  
**Director, Department of General Services**  
**April 8, 2014**

I am pleased to provide this update on the remediation work underway at the Silver Spring Transit Center (SSTC).

Since the last update was provided in November, I first want to provide you with a brief review of the Center's status. By late 2012, the facility was 95 percent complete. That's when the County became concerned about the overall construction of the SSTC after we observed varying thicknesses of concrete throughout the structure, significant cracking and exposed post-tensioning cables. As a result of these concerns, the County hired a world-renowned firm that assembled a team of independent engineers who discovered that the problems at the SSTC far exceeded what was originally identified.

These problems were due to defects in design, construction, and inspection by private contractors responsible for completing the unique facility.

We established the following priorities after learning the extent of the SSTC's problems:

- 1) Ensure that the facility is safe before it is opened.
- 2) Protect County taxpayers by making sure that any additional costs to correct deficiencies be borne by responsible parties.
- 3) Move as quickly as possible to make repairs to the Center and get it open.

Since then, we have worked with the construction and design teams, WMATA -- for whom the Center is being constructed -- and KCE, our independent consultants and to determine the best ways to fix the problems and get them completed.

Since our last report to you, I would like to outline what has been accomplished and our next steps.

- The Latex Modified Concrete (LMC) overlay will begin within the next few weeks with the target of turning over the completed Transit Center to WMATA this summer. Application of the LMC will begin on the mid and top levels of the Silver Spring Transit Center -- once the minimum temperatures of 40 degrees and rising have consistently arrived.

Progress on most of the other remediation measures has been made, as follows:

- Repair of defective pour strips was completed in December.
- All cracks on the drive surfaces have been sealed by injection grouting.
- Crack repairs for areas on the underside of the middle and upper levels will follow a final mapping of cracks to be completed this month.
- Sealing of all cracks will be accomplished within the next two months. The source of leaks around planters on the upper level is suspected to be due to previously unsealed

cracks on the upper decks. Cracks in the area were sealed, the area has been monitored and leaking appears to have diminished.

- Leak detection tests will take place in mid-April in tandem with the crack inspections to be done on the underside of the slabs.

The other item included in previous briefings concerned shear and torsion on the beams and girders, which we spoke with the Council about in November.

In its March 2013 analysis of the structure by our independent consultant KCE stated concern about shear and torsion forces on interior beams and girders. As we told the County Council in our November update, discussions have been ongoing between the County and its special consultants, WMATA and the engineer-of-record, Parsons Brinckerhoff (PB), to review the design calculations.

KCE was instructed to draw up a remediation plan and engineering design. However, because this plan would involve removal of material and drilling into the structure, WMATA -- for whom we are building this project -- has questioned whether this work needs to be performed or, if it is necessary, may be deferred until evidence of stress occurs, if at all.

In order to further protect County taxpayers in the future, the County Executive directed that we engage in negotiations under which Parsons Brinckerhoff would post a bond in the amount necessary to pay for this work, should it become necessary in the future. We are in the final stages of that negotiation.

Further, the County Executive asked County resident Norm Augustine, former CEO of Lockheed Martin, to provide him with outside advice from someone who had not been involved in the project, on the final work to be done. In this role, Augustine has consulted with experts in concrete structures, concrete construction, and construction management. This advice is being provided at no cost to the County and will be shared with the Council as soon as they are finalized. Preliminary indications are that he has concerns similar to those of KCE.

With the exception of the overlay application, all other remediation work has been or will shortly be completed. After the application of the LMC overlay, all project work will be complete. After completion of the project and certification by the Engineer of Record, WMATA will conduct its inspection and certification review. County and WMATA staff are in negotiations leading to final acceptance.

The County remains committed to working to ensure that all costs to fix the Transit Center that were the result of issues with construction, design or inspection would be borne by the private parties involved, not by County taxpayers.